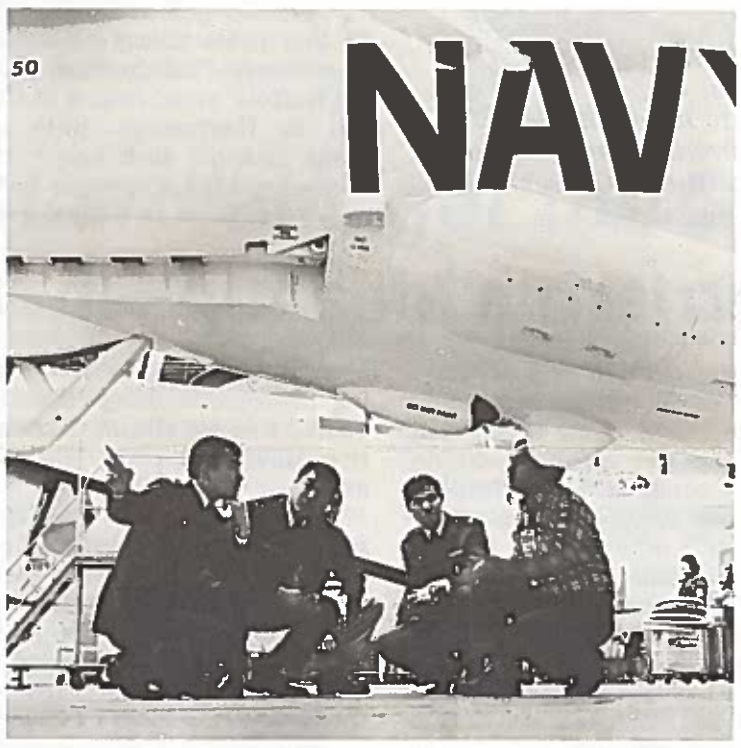
GRUMMAN plane news

Vol. 40, No. 6, March 27, 1981, Bethpage, N.Y. 11714

Body building for the Coast Guard

- pg. 3



Hawkeye country welcomes Japanese

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Pass the buck to Recreation

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Iceland for the holidays

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The March is on. *March of Dimes' poster child John Warren has enlisted the aid of Grumman Aerospace President George Skurla and N.Y. Islander Bobby Nystrom to drum up support for Long Island's 10th annual 'Super Walk.' In addition to helping the Islanders defend the Stanley Cup championship, Nystrom is the March of Dimes' campaign chairman. Skurla promises that the Grumman team will give other Long Islanders a 'walk' for the money.*

The first step

Sign up today for 'Super Walk'

Are you ready for summer? Will the guys chuckle when you round first base lugging a tire around your belly? Are you suffering from winter build-up of cellulite? Fact: By walking one mile, you can burn up 100 calories.

Sunday, April 26 is a great day to burn up 1,500 calories and to join thousands of Americans as they help fight against birth defects by walking in the March of Dimes' "Super Walk '81."

Two walkathons will be held that day on Long Island. The Nassau 25 km. (15½ miles) walk starts at Eisenhower Park in East Meadow; the Suffolk event begins at Colonie Hill in Hauppauge. Both walkathons kick off at 8 a.m. — rain or shine. On May 3, people living on the East End can participate in the Southampton College "Super Walk."

Last month, Grumman Aerospace President George Skurla accepted the challenge from Fairchild Republic President Bob Dixon for an inter-company competition during "Super Walk '81." Similar challenges are being made throughout the company between "rival" departments.

It's simple to join the Grumman team. Registration forms are now available throughout the company. Just stop by your nearest Employee Services office and fill out an application form. In return, you'll receive an official sponsor sheet. Then start asking your relatives and friends to pledge money for each kilometer you walk.

Remember that nickels, dimes and quarters add up fast. The more financial backers you have means more dollars for medical research and services to help the young. March of Dimes reports that one out of every 12 children is born with birth defects.

In addition to supporting a worthy cause and trimming their waistlines, Grumman walkers will be eligible for special prizes. More information will appear in the next issue of *Plane News*, April 10.

For now, it's best to sign up and start exercising so that you'll be ready to walk on April 26 for "those who can't."

Final output: Guerriero's idea tops in '80

An avid home computer buff who says he's "always looking for a better way of doing things," won the top prize in the 1980 Project Sterling competition for the most outstanding suggestion of the year. John Guerriero, a quality engineer at Great River, received an award of $1,500 plus an engraved pewter bowl at the annual Project Sterling awards luncheon at the Linden Tree on March 11.

John noticed that there was a need to test tiny memory circuits before they enter the Great River avionics line. "We inspect thousands of these circuits annually," says John, "and I saw that nearly 10 per cent — close to 40,000 pieces — could not be properly checked out on the equipment we were using."

Three months later, John had designed a computer system that is now used to test all micro-memory circuits at Grumman's Great River facility. First year savings to the company are estimated at $23,000.

John says winning was "a big surprise," and notes that he and his wife will have no trouble spending the $1,500. They recently welcomed a new addition to their family — Michael Bradley — born February 18.

Twelve other Grummanites also received awards at the luncheon for their time- and money-saving suggestions. Grumman Aerospace President George Skurla, who presented the prizes to the winners, congratulated them for their efforts to help the company cut costs. "The Project Sterling Program is an opportunity for employees and Grumman to benefit from good ideas," Skurla explained. "Employee suggestions help Grumman remain in a competitive position as a leader in the aerospace industry."

Sterling idea. *President George Skurla (L) congratulates John Guerriero, Project Sterling's 'man of the year.'*

Runners-up

Second place winners received checks for $500 and pewter bowls. They are: Scott Page, Kenneth Anthanio, Edward Peterson, Roscoe Gilliam, and Angelina Federico.

A check for $100 and a pewter bowl went to all third place winners. They are: Tom Worthington, Viola Law and Anthony Scionti (shared award), Michael Basta, Julio Estela and Frank Cipriano.

During 1980, a total of 2,445 suggestions were submitted to Project Sterling and 1,645 were approved. A total of $76,539 was awarded to employees, according to John Alvar, director of Motivational Programs. Their good ideas will save the company more than $2 million the first year.

obituaries

ALFONSO MONZILLA of Pride Line, Pl. 2, died March 6 at the age of 53. He had been with the company since 1965 and resided at 79 Stephen Road, Bayport.

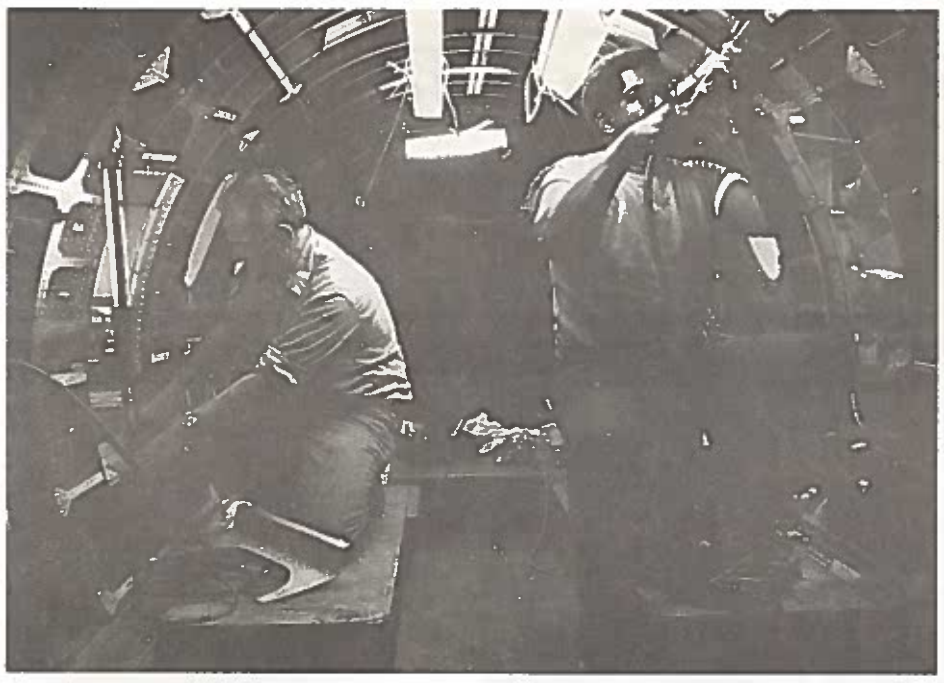
Personals

I wish to express my sincerest appreciation to my many friends and co-workers for their kind expressions of sympathy during the recent loss of my mother. **Ben Lindquist**

We wish to express our sincere thanks and appreciation for the kind and thoughtful expressions of sympathy during the recent loss of my mother. **Pat Young and Family**

We wish to express our gratitude to my friends and co-workers for their kindness and sympathy during the recent loss of my father. **Joe Bruce Jr. and Family**

Sincerest thanks to all my friends and co-workers for their many kind expressions of concern during my most recent illness. Regretfully, I am unable to return to work. I would like to take this opportunity to say I'll miss all of you very much and I'm glad I had the chance to know such fine people. **Lillian Wilson**



Great build-up. *Part of the Grumman modification program is to add a large observation window to each side of the Falcon Guardian's fuselage. Grumman's Gene Bourree (L) and Kevin Lindquist are adding new structural components.*

And one makes 10. *This fuselage being covered is the 10th one modified by Grumman for Falcon Jet Corp. It was shipped to Little Rock, Arkansas. There it will be reassembled as a Falcon Guardian, the Coast Guard's new medium range surveillance aircraft.*

Coast Guard Guardians get the Grumman touch

The Coast Guard has plenty of sea to patrol. The United States, after all, has over 12,000 miles of coastline and the fishing limit extends 200 miles out to sea.

Until now, the Coast Guard has relied heavily on their C-130s and Grumman's venerable HU-16 Albatrosses for air patrols. Soon a jet, with the Grumman touch, will take over the job.

The Coast Guard purchased 41 Falcon Guardians, which are heavily modified French-built Falcon 20 executive jets. These medium range surveillance jets will have new engines, sophisticated avionics and many structural modifications.

Grumman is doing the major modifications to the fuselages.

"In February of last year," says Grumman program manager Tom Gillen, "we reached an agreement with Falcon Jet to build 41 shipsets of parts and install them in 41 aircraft."

Although Grumman will modify eight fuselages at Falcon Jet's facility in Little Rock, Arkansas, the rest will be modified on Long Island. The second one completed at Calverton was shipped on March 13 to Arkansas, where final assembly takes place.

Grumman had originally set up shop in Little Rock for the program. But it became more economical to move the program up to Calverton.

With some 40 Grummanites working in the program, 10 Grummanites are still in Little Rock, where they are finishing the last of the first eight fuselages Grumman has modified. They should be home in April.

Gillen explains that, "Essentially, we cut the plane in half. We add structural modifications to the fuselage, add observation windows on both sides of the plane, a camera door on the left side, and a spoiler underneath, which diverts air away from the hatch we put on the bottom."

The plane's crew will use the hatch to drop emergency equipment. To help them bring gear up to the hatch, Grumman hangs a winch-equipped rail from the ceiling of each aircraft. Grumman modifications also include the addition of a 200 gallon fuel tank.

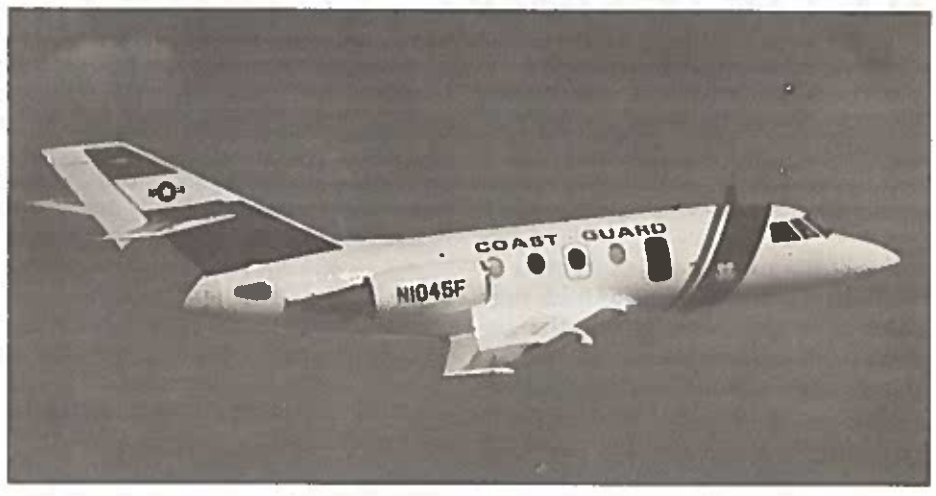
Vive la France!

The Coast Guard-bound Falcon 20 are built in Bordeaux, France; then disassembled and flown to Little Rock in a C-130.

A specially-built 60 foot trailer carries each fuselage to Calverton.

According to Gillen, it takes about two-and-a-half months to modify each fuselage.

All for history. *Calverton's Vinnie Annabel (R) was one of the Grummanites who talked to Cliff Robertson when the actor visited the facility on February 27. Robertson is involved in the production of Navy documentary films that will be used by the Intrepid Museum Foundation, among others. Grumman products will be featured in the films. The now de-commissioned* U.S.S. Intrepid *is being brought to New York City, where it will be permanently moored as a sea-air-space museum.*



Keeping the vigil. *Falcon Guardians, with Grumman-modified fuselages and new engines, will help the Coast Guard patrol U.S. coastal waters.*

Japanese students rate E-2C classes A+

JASDF learning how to use new Hawkeyes

There's a big, blue, hand-lettered sign in the back of the classroom in Plant 14 that says "SLOWLY." It's there to remind the instructor that although his Japanese students are bilingual, they'll learn more about the E-2C if he speaks slowly and clearly and leaves out the American slang.

The students are members of the Japan Air Self Defense Force (JASDF). They are the first group of students to be trained here to fly, operate, and maintain the E-2Cs purchased by Japan.

"JASDF has purchased four Hawkeyes, which will be delivered in December 1982, and will authorize another four in July of this year," says E-2C/C-2 program director Jim Philbin. "These students will play a key role in the successful deployment of the Hawkeye in Japan."

"Right now, we have 13 students here learning programming," says George Golden, program manager for E-2C Foreign Military Sales. "Between now and November 1982, about 125 students will learn all about the E-2C, from the inside out. They will form the nucleus for Japan's own training program further down the line."

Classroom work will be done in Plant 14 and Plant 39; on-the-job training with actual aircraft and support equipment will take place later on.

"The course is very challenging . . very interesting," says Lt. Col. Yoshio Murase, who heads up the Japanese contingent.

Under the wing. *E-2C plane captains Horst Rieckmann (3-L) and Sal Vezzi (R) show off the Hawkeye to (L to R) Lt. Col. Yoshio Murase, Maj. Toshio Ozaki, and Maj. Masanori Kobayashi.*

"The language difference can be a problem, but the students seem to be getting along quite well. Everyone has been very friendly and helpful. The cultural differences are perhaps not as great as one might expect; Japan has become very 'westernized' in the past few years," Lt. Col. Murase explains.

Says Golden, "Some of the students have expressed surprise that so many Grumman people have been with the company for 25 and 30 years.

"In Japan, it's common for people to work for the same company for their entire lives. But they thought Americans were different -- that we all moved constantly from job to job. They didn't expect all the 'oldtimers' that we have here at Grumman."

When they're not in school, most of the students have been doing some sightseeing, or playing golf or tennis at local facilities.

Lieutenant Teruaki Shirakata has gone to see the Empire State building, Rockefeller Center, and Central Park. He has also decided that he likes American food.

"There's so much to choose from," he says. "Steak is very good. And Italian food . . . we had a pizza, and I think we're going to try it again. You can even find Japanese food on Long Island.

"And compared with Japan, the food here is much, much cheaper. Meats and vegetables are very expensive in Japan - - especially in Tokyo," says Lt. Shirakata.

"Gasoline too," he adds. "In Japan, it costs twice as much as it does here. But housing is different. Prices on houses and apartment rentals are much lower in Japan."

The students have also been watching American television.

"I don't have any problems with the news programs," says Lt. Shirakata. "But many other things, such as comedy shows, are hard to follow. I think comedy is very difficult to understand when it is not in your own language - - especially if slang words are used. I watch it, and everyone on the television is laughing . . . but I don't understand why."

He smiles. "I guess it's going to take a little time."

Crash course offered in defensive driving

Is your nickname "Crash?" Do you find it hard to keep carpool buddies for more than a week? Or maybe you just don't feel as safe or self-confident behind the wheel as you'd like.

Get smart

Then perhaps you should consider a new offering from the Career Education and Training department: the National Safety Council Defensive Driving course. The eight-hour classroom course features accident prevention techniques based on more than 50 years of testing and research by the council.

The course can save you money by reducing your motor vehicle liability insurance premium; it also deducts three driver violation points from the total on your license.

Most importantly, the course may save your life by training you in safety-smart driving techniques.

Sign up

The first all-day class will be held on Saturday, April 4, starting at 8 a.m. in the Plant 28A auditorium. The $10 enrollment fee is payable at that time.

Registration starts 8 a.m. Monday, March 30, and continues until 4:30 Friday, April 3. Call Ext. 6212 or 8591 to reserve your place in the class.

Sunshine state governor visits

Florida's Governor D. Robert Graham (R) was familiar with Grumman operations in Stuart and St. Augustine in his own state, but a recent trip to Bethpage gave him a look at the company's Long Island headquarters as well. Grumman Aerospace President George Skurla acted as tour guide for Governor Graham, who was visiting business leaders in New York to promote Florida industry.

During their meeting, Skurla took the governor on a tour of the final assembly line for the E-2C Hawkeye in Plant 4. The outer wing panels and control surfaces for the E-2C are made in Stuart.

Brave the elements. *The sailors, reps and E-2Cs of VAW-124 proved their toughness in a winter environment where the sun just gets to the horizon by 10 a.m. and it snows almost daily.*

Hawkeyes take Iceland by storm

It was the first week in December. Like everybody else in Norfolk, Virginia, the sailors of VAW-124 and their Grumman field representatives were getting ready for the holidays.

Reps Charley Cochran, Rich Lutz and Neal Regan and Steve Schmidly had gotton off the *America* which had pulled into port on the sixth. John Stegemann like Schmidly, Cochran, Lutz and Regan, had the work-up cruise in February in the back of his mind: they were really thinking about Christmas. Especially Schmidly, who had been married only a few months before.

The *America* had been on work-ups in the Caribbean. Cdr. Len Oden, the commanding officer of E-2C Hawkeye-equipped Airborne Early Warning squadron VAW-124, was proud of the performance of his crews and the planes. The unit was about to complete its ninth consecutive year of accident-free flying with Grumman's E-2B and more advanced E-2C aircraft, which were designed to monitor many enemy targets at long range.

To cap the year, Oden approved all leaves for the holidays on December 9.

"An hour later," he says, "the stuff hit the fan."

The squadron, and the five Grumman reps, had orders to leave right away. For Iceland.

The permanent unit of U.S. Air Force E-3s at the Keflavik, Iceland, Air Force base was temporarily reassigned to Europe. VAW-124 was needed as a quick replacement.

"I hadn't even had a chance to de-brief the men from the NATO exercise in the North Atlantic (the unit finished before it was sent to the *America*)," Oden says.

"You can imagine what it was like," Stegemann explains, "trying to tell your wife, 'I'm leaving, right now!'"

At 7:15 p.m. on Tuesday, December 9, two Hawkeyes took off for Iceland.

Grumman's reps were on their way at eight the next morning. They would be pioneers.

It isn't Virginia

Keflavik is on the southwest tip of Iceland, some 40 miles from Reykyavik, the nation's capital. The northern tip of the island touches the Arctic Circle. Predictably, the weather would be everyone's toughest problem. "It was the first time the Hawkeyes had to operate in such an environment," says Stegemann, who was Grumman's team leader.

As Schmidly says, "It's cold, dreary, and lonely."

There were other problems, too.

Keflavik is an Air Force base. All the ground support equipment was designed for the E-3s. But regular deliveries from Norfolk by "Hawkeye express," and some long hours in the beginning, kept the Hawkeyes flying. The Grumman reps worked as much as 30 hours at a stretch.

All maintenance work had to be done inside the hangars. Inside, the temperature stayed around 50° Fahrenheit — until the wind ripped the roof open. The work got tougher after that.

For example, when one of the Hawkeyes was being spray-painted, the paint froze before it hit the plane. It became more of a sand-blasting operation.

At least the sailors were sheltered from the hurricane-force winds when the temperature inside the hangar dropped. Winds there often hit velocities of 70 to 75 knots. The windchill factor could drop to minus 100°.

"The weather patterns were bizarre," the squadron's executive officer, Cdr. Chuck Fortenbury says. "Every day there were ice pellet storms and snow storms. One day, eight cold fronts came through."

The ramp in front of the hangar was always icing up. Pilots going through their pre-flight checks would glance out the window to see their plane captains frantically waving. The planes would be sliding all over.

Stegemann states that, "They developed some real safety-conscious ground crews. With the props spinning and the planes sliding, it could be frightening. We had never seen anything like that before."

Success story

VAW-124 had adapted quickly to a place where they had no support equipment and where the elements took some getting used to.

They had done well.

"The men responded beautifully," Oden says. Within 24 hours of arriving at Keflavik, we were ready to assume alerts. Were it not for the tremendous planes we were flying, we would not have been successful."

In spite of the long hours, life was not all work for the reps and sailors. "We even got to see the city of Reykjavik once," says Stegemann. He admits that there were other diversions. "You got to catch up on your reading."

Postscript

After seven weeks in Iceland, VAW-124 and the Grumman reps were relieved by a reserve squadron of Grumman E-2Bs. In February, VAW-121 took over the job of being Iceland's "Sentinel in the Sky."

calendar

American Society of Mechanical Engineers: Tues., March 31, Brookhaven National Labs, Upton, bldg 475, 6:30 p.m. ASME members only. T. Cocioppo, (516) 273-6600 x224

CBI Vets Association: Tues., March 31, Recreation Bldg., 5 p.m. Guest speaker will be Irving Mednick. Guests welcome. W. Pytlowany, Ext. 8617/Ray Fong, Ext. 2484

Coin Club: (Bethpage) Wed., April 8, Pl. 25 vendor conference rooms, 12:05 p.m. Informal lunchtime meeting. Grumman employees welcome. K. Hale, Ext. 3717

Grumman Cycle Touring Club: Mon., April 6, Knight Club, Hicksville, 5 p.m. Guests welcome. T. Beckman, Ext. 8994

Grumman Family Campers: Sun., March 29, Recreation Bldg., 5 p.m. Regular monthly meeting. Guests welcome. J. Esposito, Ext. 5851

Grumman Ski Club: Wed., April 1, 15, 29, Crow's Nest Restaurant, Melville, 8:30 p.m. Guests welcome. Fri., April 3, Holiday Inn, Plainview, 8:30 p.m., square dance. A. Garmendia, Ext. 7819

Theater Guild: Tues., April 7, Recreation Bldg., 5 p.m., general meeting. Grumman employees only. F. Varga, Ext. 3152

The National Secretaries Association: Sat., April 4, Polish Hall, Riverhead, 12:30 p.m. Annual Luncheon and Fashion Show to benefit the 1981 Scholarship Fund. Tickets $8.50 each, including tax and gratuities. Guests welcome. E. M. Gaias, Ext. 117-7397

letters

Dear editor,

The Grumman Retiree Club is in the midst of a major campaign to raise funds for a new addition to the L.A. Swirbul Library at Adelphi University in Garden City.

Since last November, the response has been outstanding. Over half the Grumman retiree population has donated generously to this worthy cause.

Adelphi University has informed me that if we raise enough money, an area in the new library addition will be commemorated in the name of Grumman retirees. That would be an honor every person who ever worked at Grumman would be proud of.

Since *Plane News* is sent to every Grumman retiree's home, would you please spread the word for us. All Grumman retirees are asked to donate to this worthy cause in honor of a man we all knew as "Jake."

Remember that your donation is tax deductible. Checks should be made payable to: Adelphi University Swirbul Library Fund. Mail to: Jack Rettaliata, Grumman Corporation, P.O. Box 609, Bethpage, N.Y. 11714.

Thanks for your support.
Walter Jankowski
Chairman
L.A. Swirbul Library Fund Drive
Grumman Retiree Club

A. Andersen | D. Aquilino | S. Pantano | G. Mannarino | C. Prudhom | A. Jalbert | H. Schillo | R. Palmer | J. Becker

F. Dolan | J. McDonagh | E. Burbol | P. Hughes | G. Warnken | A. Varvaro | R. Bischoff | J. Popolo | A. Williams

service milestones

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Ed Dalva, Vice President & General Manager Stuart Ops. (77)
Thomas F. Tabosky, Pride Line (2)
Anthony Chayka, Assy. Method & Plnng. (2)
Edward McNally, Mach. Op-Tech. Serv. (3)
Roland M. Corwin, Flt. Trans (4)
William D. Hannigan, Support (6)
Roy W. Wood, Des. Eng. M/S (35)
Wilbur G. Klos, ILS Resource Cntrl. (40)
Edward Bohm, Mech. Struct. & Assy. (43)

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Osgan Kassapian, Flt. Ops. (4)
Calvin C. Conrad, Assy. Tool & Handl. Equip. (6)
Jack Buffa, Flt. Ops. Insp. (7)
Joseph F. Aquilino, Stockrooms (21)
Dominick E. Pesce, Cntrls & Mech. (25)
Beryl A. White, ILS Secretarial Serv. (31)

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William J. Moloney, Upholstery (1)
Jack P. Thornton, Sub-Assy. (1)
Raymond Piaseczny, Final Assy. (1)
David L. Sweezy, Maint-Rearrangement (1)
Charles L. Johnson, Maint-Rearrangement (1)
William H. Horton, Alodine (2)
Frank Budzenski, Controls (2)
Walter A. Matuza, Wing Inner Panel & Combo (2)
Dominick L. Quaresimo, Clean & Descaling (2)
Edward B. Moebes, Assy. Method & Plnng. (2)
William D. Rowehl, Maint-Facil. Equip & Gen. (2)
Norwin H. Rehm, Prod. Supv. (3)
Joseph Famiglietti, Prod. Cntl-Parts Cntrl. (3)
Manuel Arroyo, Trans-Ops. (3)
Lawrence I. Smith, Final Assy. Struct. (4)
John J. Hospodar, Final Assy. Struct. (5)
Lawrence M. Canonico, Adv. Aircraft Sys. (5)
Andrew F. Kaufmann, Proposal Ops. (5)
Kenneth Bruer, Maint-Rearrangement (6)
William E. Biggs, Repair Cntrl. (6)
Henry A. Wahl, Repair Cntrl. (6)
Vito Buffa, Final Assy. Insp. (6)
Raymond W. Haas, Rec/Shipping Insp. (7)
John J. Flatley, Q.C. Quality Eng. (10)
Angelo Val De Tara, Chemical Engr. (12)
Salvatore Tedesco, B/P Warehouses (17)
Frank Barbato, Trans-Ops. (20)
Laurence Gagliano, Rec-Insp-Elect. Test Lab. (24)
Michael Kowalchik, Pwr. Pl. Des. (25)
Anthony J. Milauckas, Crew Sys/Equip. Integ. (25)
Joseph Visconti, Structures Anal. (25)
Wentworth F. Myers, Structures Anal. (25)
William H. Mueller, Comp. Sys. M/S (35)
Harold R. Mead, Aerophysics (35)
Joel E. Stigers, Ops. Qual. Mgmt & Admin. (35)
George J. Ballard, Career Education & Dev. (39)
Carl E. Swanson, Personnel M/S (40)
Louis L. Bauser, Elect. Box Pan & Draw Fab. (43)
Charles F. Becker, Prod. Rel. & Anal. (43)
Leonard Murphy, GSE Sched. (43)
Stanley J. Mias, Methods Eng. A/C (43)
Joseph J. Morrison, Config. Data Mgmt. (86)

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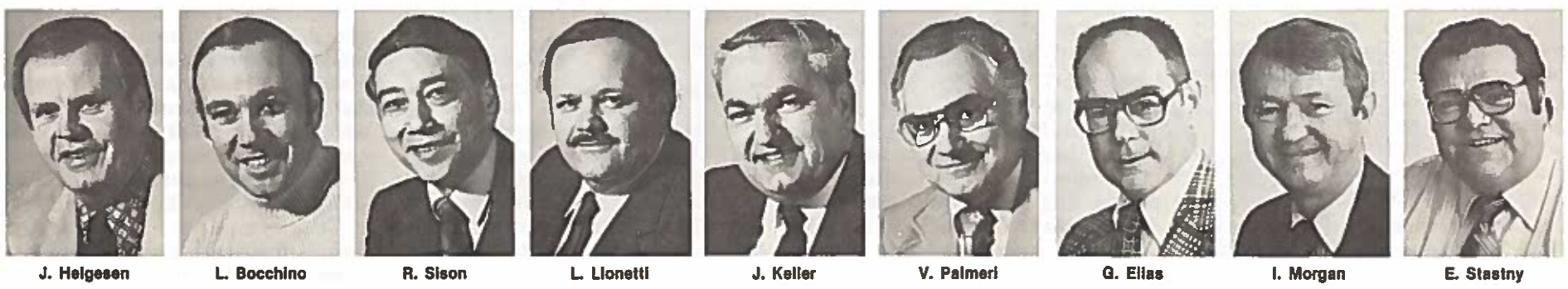
Arthur R. Andersen, Fuselage Assy. (1)
Daniel J. Aquilino, Stockrooms (1)
Salvatore Pantano, ILS Mech. Equip. Eng. (1)
George A. Mannarino, BPA Q.C. Mgt/ Admin. (1)
Ronald W. Boyce, Stockrooms (2)
Charles A. Prudhom, Jigs & Fixtures (2)
Armand A. Jalbert, Assemblies (3)
Henry Schillo, Mach. Op-Tech. Serv. (3)
Richard H. Palmer, Vehicle Liaison Eng. (3)
Edward E. Grams, Flt. Op/Gulf O&R (4)
James H. Becker, ILS Training Sys. Eng. (4)
Frederick J. Dolan, Ops. Anal. (5)
Alfred J. Zaleski, Ops. Anal. (5)
James McDonagh, Prod. Commodity Est. (5)
Eugene J. Burbol, Structures (6)
Patrick A. Hughes, Matl. Handl/Stor. (6)
George D. Warnken, Flt. Saf. & Supp. (7)
Anthony Varvaro, Crew Sys/Equip. Integ. (14)
Robert E. Bischoff, Prog. Manage E-2 (25)
Joseph J. Popolo, Reliab. Maint. & Saf. Staff (35)
Arthur I. Williams, Mass. Prop. Anal. & Cntl. (35)
John Helgesen, Research M/S (35)
Robert E. Melnik, Aerophysics (35)
Louis J. Bocchino, Router & Shear (37)
Robert D. Sison, ILS Eng. Mgmt. (40)
Louis A. Lionetti, ILS Supp. Ops. Proj. Mgt. (40)
Julius Keller, ILS Supp. Ops. Proj. Mgt. (40)
Vincent Palmeri, Electro-Mech. Lines (40)
George J. Elias, Manufact. Tech. (43)
Ira D. Morgan, Business Plnng. (43)
Edward J. Stastny, FAC Admin. (44)
Robert J. Valente, Mgmt & Staff (56)
John B. Nickerson, Plans & Prog. (77)
Shirley Reiss, Officers' Secretarial (111)
Harry J. Deneau Jr., Prod. Mgmt. (77)
Robert A. Carlstrom, GSFC-Mission Ops. (84)
Robert C. Nolan, Prod. Supv. (86)
Robert F. D'Errico, Subcontractor Surveil. (87)
Charles A. Steinbrenner, Flt. Test (88)
John Klimek, Supplier Control (89)
Harold F. Sanders Jr., Technology (66)
Bruce R. Stiefel, Hull Assy. (2)
Arthur J. Young, Prod. Release & Anal. (2)
Alan C. Lofsten, Welding Group (2)
Nils R. Tegner, Struct. Des. (25)
Edward W. Beckett, Mech. Detail & Fin. Tem. (43)
Robert Albert, Prod. Control (43)
Howard J. Jepson, Prod. Rel & Anal. (43)



J. Helgesen | L. Bocchino | R. Sison | L. Lionetti | J. Keller | V. Palmeri | G. Elias | I. Morgan | E. Stastny

R. Valente

J. Nickerson

H. Deneau, Jr.

R. Carlstrom

R. Derrico

H. Sanders, Jr.

B. Stiefel

A. Young

A. Lofsten

20

Cynthia E. Gunst, Maint-Facil. Equip. & Gen. (1)
Joseph J. Smith, Training Sys. Prog. (1)
Frederick A. Wengler, Mfg. Sched. (2)
Daniel F. Coyle, Maint-Rearrangement (2)
Nicholas P. Terrone, Convent. Mach. (3)
James W. Pope, Spotweld (3)
Eugene Ulmer, Maint-Facil. Equip. & Gen. (3)
Carle L. Giannelli, ILS Training Sys. Eng. (4)
Louis Stauch Jr., Convent. Mach. (5)
Donald J. Rogers, Ops. Anal. (5)
Dorothy G. Frankenbach, Proposal Ops. (5)
William G. Schultz, Cust. Reqts. (5)
Charles V. Rau, Cust. Reqts. (5)
Charles P. Iwanski, Business Mgmt & Anal. (5)
Ralph Mur, Secretary & General Counsel (5)
Bruce R. Bensen, Maint-Rearrangement (6)
George Duce, Maint-Rearrangement (6)
Allen E. Cheshire, Maint-Rearrangement (6)
William McCluskey, Engines (6)
Robert L. Finch, Engines (6)
Philip H. Kurz Jr., Prod. Deputy & Statn. Foreman (6)
Ralph L. Armbrust, Matl. Handl/Stor. (6)
Ralph T. Morelli, Simulation (7)
Edmund G. Charland Jr., Corp. Instru. Sys. (7)
Robert V. Maple, Prog. Matl. Mgmt. (9)
Ronald A. Broome, Maint. Admin. (12)
Charles A. Unger, Electron. Des. & Dev. (14)
Nicholas F. Pietromonaco, ILS Tech. Writ. (15)
Alfred M. Squicciarino, Central Ship. Handl. (17)
Frederick H. Steffens, Maint-Facil. Equip. & Gen. (25)
Dexter A. Martin, Operations (25)
Martin O'Connor, Sys. Eng. Proj. Eng. (25)
William T. Brennan, Subsystems (30)
Robert J. Davis, ILS Log. Sys. Dev. F (40)
Patrick J. Lindstrom, Mech. Struct. & Assy. (43)
Jerald Ernst, Prod. Supv. (43)
Patrick J. Francis Jr., Mgt. & Staff (43)
Richard B. Mroz, Supp. Equip. Serv. (67)
Bobby D. Ruth, Cnctr. Maint. Serv. (68)
Harold Wexler, Sys. Eng. Proj. Eng. (72)
Henry J. Lenz, Prototype/Detail Parts (77)
Richard P. Corney, ILS Tech. Writ. (88)

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John C. Butts, Fuselage Assy. (1)
Judith K. McGloin, Elect. Fab. (1)
George McGuigan, ILS Elect. Eng. (1)
William R. Shookster, ILS RF/Controls (1)

James J. Werner Jr., Tech. Reqts. (1)
Saverio Fiorentino, Press (2)
Edmund A. Branson, Tanks & Ducts (2)
Joseph L. Fusaro, Fuselage Joining (2)
Harry Koehler, Fuselage Joining (2)
James A. Washington, Hull Assy. (2)
John J. Klopp, Propulsion Test (2)
Franklin P. Davis, EBW-Final Assy. (2)
Milton F. Titus, EBW-Final Assy. (2)
Constance J. Haig. Prod. Superv. (2)

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Due to limited space, the rest of the 15-year anniversarians will be published next issue.

N. Tegner

E. Beckett

R. Albert

H. Jepson

Varsity likes being in first

After two rounds of the 1981 Long Island Industrial Invitation Bowling Tournament, Grumman and Pan Am are set up like double wood in the standings. Only 17 pins separate them. But's just fine for Grumman men's varsity bowling team captain Ed Gabriel. "I like the position we're in *now*." First.

The team made up a 179-pin lead Pan Am had after the first round of the tournament was played on March 7. Republic, in third place, is 301 pins behind the tournament leader.

The idea that Grumman would catch Pan Am may not have crossed anyone's mind until the second game of the second round on March 14 was underway. In the first game of the round, the Grumman team managed only a 915 to Pan Am's 924.

Then, with Jim Micco setting the pace, the Grumman five bowled the best team game so far that night (to that point): a 978. Micco had a 225, and Gabriel and Ben Plawski also topped 200.

Grumman's opponents learned later that the 978 was just warmup.

"It's psychological," says Gabriel. "We're screaming and yelling because we're getting eight and nine marks a game from each of our guys. Everybody else is looking over at us!"

But something more fundamental is involved. "It's a five man game, and you've got to have five guys cooking."

They cooked everyone else's goose in the last game.

Lenny Trifaro rolled a 245; Gabriel had a 234; Plawksi had a 202; Micco, a 200; Judge Locke, who has the second best average on the team and the eighth best in the tournament, rolled a 188.

Grumman started the third game 109 pins behind Pan Am. They finished it 17 ahead.

"One game doesn't make a 12-game tournament," Gabriel says. "But, if we can score from 970 on up each game, I don't think anybody is going to touch us. I hope all the fellows continue this way."

The final round of the tournament takes place on Saturday, March 28. On April 11, it will be the women's turn.

Matchmaker

For the second quarter of 1981, Grumman Corporation will continue with a 65 percent matching contribution to the Employee Investment Plan.

The company contribution is made on the first four percent of the employee's contribution to the plan.

Grumman four takes fourth in mixed bowling tournament

Grumman's team of Ed Gabriel, Pat Ogilvie, Ellen Steimle and Lenny Trifaro finished fourth in the Long Island Industrial Invitation Mixed Bowling Tournament. The championship was the first of this year's series of industrial tournaments. It was held on February 28.

LILCO won the championship with a 2,273 score. Grumman's bowlers had a 2,099 total. Pan Am and Nassau County Civil Service Employees Association finished second and third, respectively.

Ed Gabriel, the captain of Grumman's men's team, led all the male bowlers with a 247 game and a 585 series. While Gabriel posted the best single game bowled during the tournament, high overall series honors went to Liberty Mutual's Linda Dease. She had a 601 for the three games.

Grumman's Lenny Trifaro had a 212 game in his 573 series. He placed ninth in both individual categories.

Ellen Steimle placed seventh among women bowlers with her 193 game. Grumman women's team captain Pat Ogilvie bowled a 178 to put her in a tie for 18th place. But Pat's performance was more consistent than her teammate's. She finished in 14th place in the total series standings with a 493. Steimle had a 448, which put her in 25th place.

On stage

The Grumman Theater Guild's spring effort will be an Agatha Christie whodunnit, "Ten Little Indians."

Performances will be on Friday and Saturday nights, April 3 and 4 and April 10 and 11, at 8 p.m. at Bethpage Junior High School on Broadway in Bethpage.

Admission is $4. Tickets are on sale now at the Grumman Recreation office, Plant 28A, on South Oyster Bay Road, or you may purchase your ticket at the door.

Recreation puts drive in high gear

You can't have Spring without April, and no April would be complete without the annual Grumman Recreation drive. It begins on April 1 and runs until April 30.

It used to be called the Grumman Athletic Association drive. But now G.A.A. is the Grumman Recreation department, because they offer much more than athletics. And your $1 membership will open a world of opportunities for you to travel, to compete, to be entertained, to just have fun.

"The proceeds of the Recreation drive are strictly used for all intramural activities," says 1981 drive chairman Mike Cherry.

From horticulture to folk dancing, from model aviation to the martial arts, there are many clubs to satisfy the interests of Grumman employees.

Happy feet

Like to dance? There are 115 members of the Dance club who do, too. "We hold a social every month," says club president George Cupolo. "The club also has a picnic every year at McKay Field, and we go away for a weekend every year to the Pines in Monticello."

By purchasing your $1 membership ticket from your department's Recreation drive rep, you help to support the Dance club and the other non-varsity activities, like all the Grumman Recreation department-sponsored sports tournaments.

Some 1,200 Grummanites participate in the many Grumman golf leagues. There are more than 30 bowling leagues open to Grummanites. Hundreds of others play softball in the many after-hours and lunchtime leagues. Bocce is becoming popular at all the plants. Clinics are given for golfers and bowlers.

These and more activities are supported by membership in the Recreation drive.

Support goes to groups like the Family Campers, which has 52 employee members. Club president Jack Esposito says that the Recreation department supplies them with more than the operating allowance, which each club gets. "We also get bats and balls and other equipment for our trips," he says.

"We have about 14 rallies a year, from April through October. Our club has gone to private and state parks in Connecticut, Pennsylvania, upstate New York. Most families make more than one of the trips each year."

Even if you're not a camper, the Recreation department provides Grummanites with plenty of reasons to pack a suitcase. Tours to Alaska, Mexico, and just about any other place in the world are offered at the most affordable price possible.

The Recreation department also offers discount tickets to many of the major professional athletic events.

Art by Ken Crawford

Closer to home

Grummanites with special hobbies can show off their work in one of the Recreation-run shows. Each year, art, garden, hobby and photography shows are held with awards for the best entries.

It's hard to imagine any sport, game or field of interest that isn't represented by one of the Recreation department programs. But if any Grummanite has such an interest, a call to the Recreation department might get another club or activity off the ground. Chet Baumgartner and the rest of the staff have the knowledge to help a new group succeed.

Biggest winner of all

Participation in the drive is a Grumman tradition. Last year, 96 percent of all Grummanites signed up. Whether you live in Milledgeville or Melville, your dollar goes a long, long way.

Participation also means you might bring home a prize. Everyone who buys a membership ticket has a chance to win one of 15 $100 Savings Bonds or one of 50 sets of Grumman glasses. The drawing will be held on May 8 in Plant 28A, the new home of the Recreation department.

Help your department be one of the first to hit the 100 percent participation mark. Help to support the clubs, sports and activities which are open for all Grummanites to enjoy.

GRUMMAN plane news

Vol. 40, No. 6, March 27, 1981. Bethpage, N.Y. 11714